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ANNUAL REPORT

OF THE

Department of Public Works

OF THE

PROVINCE OF ALBERTA

1926

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EDMONTON, February 24th, 1927.

To His Honour

WILLIAM EGBERT,

Lieutenant Governor of the Province of Alberta.

May it please your Honour:

The undersigned has the honour to submit herewith the Report of the Department of Public Works for the year ending December 31, 1926.

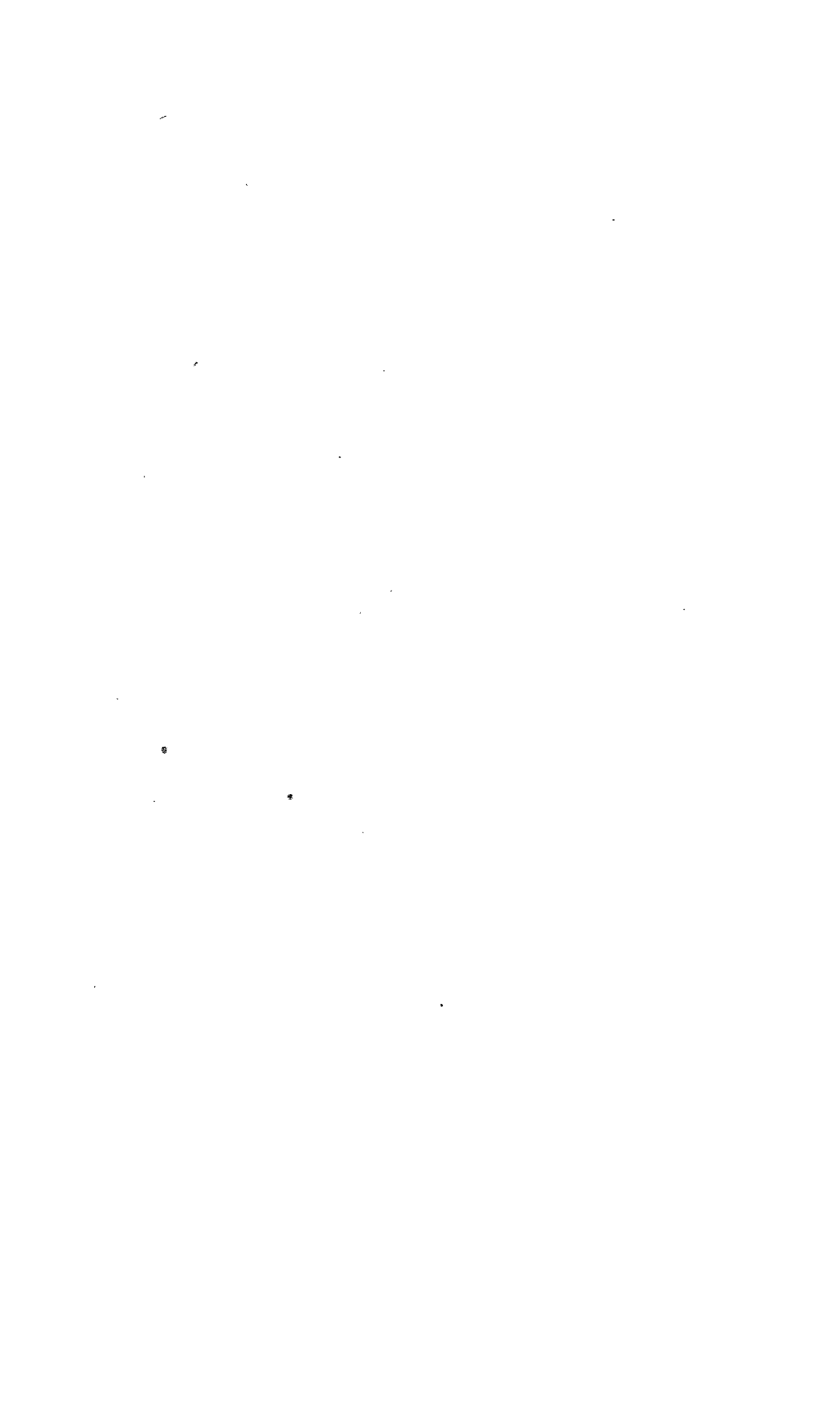
Respectfully submitted,

O. L. MCPHERSON,

Minister of Public Works.

CONTENTS

	PAGE
Report of Deputy Minister of Public Works.....	7
Roads and Ferries	10
Annual Report, Main Highways, 1926	15
Bridge Engineer's Report	26
Surveys Branch	30
Building Maintenance Branch	31
Power Plants	34
Provincial Gaol, Fort Saskatchewan	37
Provincial Gaol, Lethbridge	40



REPORT

OF THE

DEPUTY MINISTER OF PUBLIC WORKS

EDMONTON, February 24th, 1927.

HON. O. L. MCPHERSON,
Minister of Public Works.

SIR,—I have the honour to submit herewith the Report of the Department of Public Works for the year 1926.

FERRY SERVICE

The number of ferries operated by the Department during the year 1926, you will note from the details submitted, was 55, one less than the previous year, but on the other hand the past season was several weeks longer than that of 1925, in fact the ferry at the Garrington crossing of the Red Deer river operated throughout the entire winter of 1925-1926.

A complete list of ferries operated, showing the expenditure for operation and maintenance is submitted herewith.

MARKET AND LOCAL ROADS

The construction and maintenance of Market and Local roads was carried out during the year 1926, by the municipal authorities under the government policy of 1922, whereby the allotment of the provincial contribution available for the various municipal units was made on the basis of population, area, road mileage and the estimated cost of constructing an average mile of road in each particular district as related to the average cost throughout the province. The improvement of roads in the unorganized units during the year 1926 was again carried out under the direction of the provincial District Engineers and Inspectors, but as the Public Accounts of the Province will contain a complete statement of the expenditure from the Improvement District Trust Account, further details in this regard will not be included in the report of the Department of Public Works.

A complete statement of moneys paid out by the Province in connection with Market and Local roads construction is submitted herewith.

MAIN HIGHWAYS

The main highway construction programme under agreement with the Dominion Government was again continued during the past year. I wish to make special reference to the excellent progress made under the improvement of the main highways extending north and south throughout the Province. On that portion running south from Edmonton through Calgary to the international boundary at Carway, a distance of approximately 357 miles,

your department, at the close of the past season, had completed, up to main highway standard, the subgrade of 285 miles of highway, of which 189 miles were surfaced with gravel, 147 miles of this surfacing received both first and second courses and are complete; while the balance, namely, 42 miles, received the first course only.

At the close of the year 1926 75% of the main highway between Edmonton and Athabaska was constructed to main highway earth grade standard. During the past year considerable work was done towards opening road between Athabaska and Peace River. Camps were opened on this route during the first few months of the year, where men out of employment were used to clear right of way. With the arrival of summer grading crews were employed, continuing throughout the entire working season, and had it not been for the wet weather of September a passable road during favourable weather conditions would no doubt have been opened between Edmonton and Peace River. I regret to report, however, that our objective was not reached, and there is still considerable work necessary before a fairly passable road is provided for traffic into the Peace River country. During the year an Engineer employed in the Highways Branch of your Department was detailed to make a survey of the available gravel deposits throughout the province, so that the supply for further highway surfacing may be acquired by the government in as far as it is possible to do so. Considerable progress was made in this regard.

I submit herewith the report of the Highway Commissioner containing full details as to the expenditure on main highways for both construction and maintenance during the season of 1926, together with details of the expenditure and the amounts earned under The Canada Highways Act.

BRIDGES

During the past year 397 bridges were constructed, of which 34 were steel, 1 concrete, and 362 timber. In addition to which 192 bridges were repaired, refloored or painted. It is gratifying to note from the Bridge Engineer's report that with the exception of two small steel bridges and four timber bridges, the entire bridge programme authorized at the beginning of the season, and for which material was ordered, was completed before the end of the year. I am also pleased to note that from year to year a greater portion of the timber used in bridge construction is being obtained from the forests of this Province. Last season 75% of the piling used was native timber.

I submit herewith the report of the Bridge Engineer containing description of the more important bridges dealt with in a complete list of bridges built and repaired, with the amount expended on each.

SURVEYS

The report of the Director of Surveys is submitted herewith dealing with the work of the Surveys Branch. In this connection I wish to mention the fact that an additional District Surveyor was employed last season principally on account of the many surveys required owing to the improvement in alignment of many sections of main highways under construction, thereby causing a departure from the original route and necessitating a new survey.

I submit herewith the report of the Director of Surveys giving full details of work done by this Branch of your Department.

PUBLIC BUILDINGS BRANCH

I submit herewith the report of the Superintendent of Buildings, dealing with the activities of the Public Buildings Branch of your Department.

POWER PLANTS

I submit herewith the report of the Mechanical Superintendent of Power Plants in larger public buildings and public institutions of the province, which deals with the work carried on under his direction.

PUBLIC INSTITUTIONS

Reports from the Wardens of the Gaols at Fort Saskatchewan and Lethbridge, giving details as to the administration of these institutions, are submitted herewith.

Respectfully submitted,

J. D. ROBERTSON,

Deputy Minister.

ROADS AND FERRIES

The total number of ferries operated by the Department in 1926 was 55. There were two ferries located at points where the traffic was so light that it did not warrant the employment of an operator. These ferries were maintained by the Department so that the people could operate them for their own convenience. These were as follows:

Ferry over Pembina River at Antonsen Crossing,
Ferry over Narrows of Sandy Lake,
making 57 government-owned ferries in the Province.

The ferry over the North Saskatchewan River at the 4th Meridian North of Lloydminster was operated by the Saskatchewan Government. This Department paid 50% of the cost of operation.

New scows were built in connection with the following ferries:

North Saskatchewan River at Shandro.
North Saskatchewan River at Rocky Mountain House.
Peace River at Dunvegan.
North Saskatchewan River North of Manville.
Red Deer River at Finnegan Crossing.
McLeod River at McLeod Valley.
North Saskatchewan River at Elk Point.
Red Deer River West of Morrin.
Athabasca River at Smith.
Athabasca River at Christmas Creek Crossing.
North Saskatchewan River at Heinsburg.

The expenditure for roads was controlled by grants to Improvement Districts and Municipal Districts, and showed a credit balance for the year 1926 as follows:

Market Roads	\$3,557.53
District and Local Roads	5,723.42

Expenditures controlled by this Department Branch during 1926 were as follows:

Ferries Maintenance	\$ 59,405.88
Ferries Construction	16,897.89
Market Roads	246,442.47
District and local roads	244,276.58

Total.....	<u>\$567,022.82</u>
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STATEMENT SHOWING THE AMOUNT OF ROAD GRANTS EARNED
BY EACH MUNICIPAL AND IMPROVEMENTS DISTRICT
DURING YEAR 1926

M.D. or I.D. No.	Amount Earned.	M.D. or I.D. No.	Amount Earned.
I.D. 1.....	\$ 52.25	I.D. 31.....	\$ 806.00
I.D. 2.....	62.65	I.D. 32.....	609.74
I.D. 3.....	626.11	M.D. 33.....	88.92
I.D. 4.....	1,100.87	I.D. 35.....	487.00
I.D. 5.....	1,280.00	M.D. 36.....	1,600.00
I.D. 6.....	1,398.00	M.D. 37.....	800.00
I.D. 7.....	1,083.35	I.D. 38.....	896.41
I.D. 8.....	1,097.60	M.D. 39.....	1,380.00
I.D. 9.....	1,299.90	M.D. 40.....	790.00
M.D. 10.....	700.00	I.D. 61.....	1,332.39

M.D. or I.D. No.	Amount Earned.	M.D. or I.D. No.	Amount Earned.
I.D. 62.....	\$ 1,539.04	I.D. 251.....	\$ 1,271.18
I.D. 63.....	949.17	I.D. 252.....	1,012.50
M.D. 64.....	1,163.52	M.D. 271.....	1,261.50
M.D. 65.....	710.00	M.D. 272.....	1,163.75
I.D. 66.....	848.50	M.D. 273.....	1,165.50
I.D. 67.....	1,418.80	M.D. 274.....	1,135.50
I.D. 68.....	1,599.80	M.D. 275.....	1,393.50
M.D. 69.....	845.00	M.D. 277.....	1,675.50
M.D. 70.....	1,130.00	M.D. 278.....	2,005.00
I.D. 71.....	100.00	M.D. 279.....	1,746.00
I.D. 91.....	1,122.72	M.D. 280.....	2,008.50
M.D. 92.....	1,311.00	M.D. 281.....	904.40
I.D. 93.....	782.24	I.D. 282.....	1,086.05
M.D. 96.....	719.00	M.D. 301.....	1,225.50
I.D. 97.....	1,495.95	M.D. 302.....	1,165.50
M.D. 98.....	1,332.00	M.D. 303.....	1,218.00
M.D. 99.....	1,300.00	M.D. 304.....	1,128.00
I.D. 100.....	1,342.49	M.D. 305.....	1,287.00
I.D. 101.....	265.00	M.D. 306.....	1,282.50
I.D. 121.....	1,022.55	M.D. 307.....	1,359.00
I.D. 122.....	1,120.90	M.D. 308.....	2,043.50
M.D. 123.....	246.00	M.D. 309.....	1,823.50
I.D. 125.....	349.00	M.D. 310.....	1,925.50
I.D. 126.....	1,040.80	M.D. 311.....	1,865.50
M.D. 127.....	1,309.50	M.D. 312.....	2,062.50
M.D. 128.....	1,510.50	I.D. 331.....	1,241.03
M.D. 129.....	1,731.00	I.D. 332.....	1,380.70
I.D. 130.....	1,234.40	I.D. 333.....	1,450.45
I.D. 131.....	219.00	M.D. 334.....	2,052.00
I.D. 151.....	932.97	M.D. 335.....	822.00
I.D. 152.....	988.85	M.D. 336.....	1,677.00
M.D. 153.....	768.50	M.D. 337.....	1,527.00
I.D. 154.....	262.50	M.D. 338.....	2,110.00
I.D. 155.....	1,286.90	M.D. 339.....	1,714.00
I.D. 156.....	1,182.29	M.D. 340.....	2,169.50
M.D. 157.....	1,626.00	M.D. 341.....	1,887.00
M.D. 158.....	1,873.50	M.D. 342.....	2,584.00
M.D. 159.....	1,897.50	M.D. 343.....	1,621.00
I.D. 160.....	993.75	M.D. 361.....	1,870.00
I.D. 161.....	346.25	M.D. 362.....	1,600.00
I.D. 181.....	1,081.35	M.D. 363.....	1,700.00
I.D. 182.....	964.94	M.D. 364.....	2,300.00
I.D. 184.....	12.25	M.D. 365.....	1,906.50
I.D. 185.....	1,177.95	M.D. 366.....	1,248.50
M.D. 189.....	2,050.50	M.D. 367.....	1,954.50
M.D. 190.....	1,699.50	M.D. 371.....	1,783.00
M.D. 191.....	1,767.00	M.D. 391.....	1,625.00
I.D. 211.....	897.49	M.D. 392.....	1,500.00
I.D. 212.....	1,310.00	M.D. 393.....	1,633.00
I.D. 213.....	1,062.26	M.D. 394.....	1,225.00
M.D. 214.....	1,552.50	M.D. 395.....	1,650.00
M.D. 215.....	442.00	M.D. 396.....	1,500.00
I.D. 216.....	1,046.75	M.D. 397.....	1,800.00
I.D. 217.....	1,246.50	M.D. 398.....	2,127.00
M.D. 218.....	1,527.00	M.D. 399.....	2,400.00
M.D. 219.....	1,495.50	M.D. 400.....	1,891.50
M.D. 220.....	1,426.50	M.D. 401.....	2,716.50
M.D. 221.....	832.50	I.D. 403.....	1,436.95
I.D. 222.....	1,258.50	M.D. 421.....	1,870.00
M.D. 241.....	1,353.00	M.D. 422.....	1,750.00
M.D. 242.....	1,263.00	M.D. 423.....	1,665.00
M.D. 243.....	1,148.50	M.D. 424.....	1,200.00
M.D. 244.....	1,056.00	M.D. 425.....	1,750.00
M.D. 245.....	1,188.00	M.D. 426.....	1,800.00
I.D. 246.....	795.11	M.D. 427.....	2,050.00
I.D. 247.....	1,327.95	M.D. 428.....	1,170.00
M.D. 248.....	1,557.00	M.D. 429.....	2,377.50
M.D. 249.....	1,707.00	M.D. 430.....	1,914.00
M.D. 250.....	1,824.00	M.D. 431.....	1,815.00

DEPARTMENT OF PUBLIC WORKS

M.D. or I.D. No.	Amount Earned.	M.D. or I.D. No.	Amount Earned.
M.D. 451.....	\$ 1,723.00	M.D. 608.....	\$ 2,750.00
M.D. 452.....	1,603.50	M.D. 609.....	2,400.00
M.D. 453.....	1,740.00	I.D. 610.....	2,555.44
M.D. 454.....	1,800.00	I.D. 611.....	999.22
M.D. 455.....	1,750.00	I.D. 612.....	1,070.50
M.D. 456.....	1,550.00	I.D. 613.....	1,002.56
M.D. 457.....	1,750.00	I.D. 615.....	238.70
M.D. 458.....	2,000.00	I.D. 631.....	1,197.15
M.D. 459.....	2,200.00	I.D. 634.....	1,186.09
M.D. 460.....	1,628.00	I.D. 635.....	2,278.82
I.D. 461.....	1,761.67	I.D. 636.....	592.85
M.D. 481.....	1,798.25	M.D. 637.....	2,000.00
M.D. 482.....	2,852.50	M.D. 638.....	2,450.00
M.D. 483.....	2,890.00	I.D. 639.....	1,442.56
M.D. 484.....	1,990.00	I.D. 640.....	1,429.72
M.D. 485.....	1,800.00	I.D. 641.....	1,841.30
M.D. 486.....	1,900.00	I.D. 665.....	2,010.87
M.D. 487.....	2,400.00	I.D. 666.....	895.58
M.D. 488.....	2,038.00	I.D. 667.....	2,347.67
M.D. 489.....	2,125.00	M.D. 668.....	1,300.00
M.D. 490.....	2,000.00	I.D. 669.....	313.00
I.D. 491.....	1,238.30	I.D. 695.....	500.50
M.D. 511.....	2,190.00	I.D. 696.....	296.00
M.D. 512.....	1,809.25	I.D. 697.....	920.15
M.D. 513.....	2,875.00	I.D. 699.....	303.50
M.D. 514.....	1,953.00	I.D. 706.....	100.50
M.D. 515.....	2,200.00	I.D. 707.....	326.25
M.D. 516.....	2,185.00	I.D. 727.....	598.60
M.D. 517.....	1,700.00	I.D. 729.....	787.25
M.D. 518.....	1,774.00	I.D. 730.....	73.00
M.D. 519.....	1,935.00	I.D. 732.....	488.02
M.D. 520.....	2,185.50	I.D. 733.....	248.00
M.D. 521.....	1,483.50	I.D. 738.....	1,030.10
M.D. 522.....	1,575.00	M.D. 739.....	2,550.00
I.D. 523.....	978.15	M.D. 740.....	2,200.00
I.D. 525.....	418.75	I.D. 741.....	2,410.51
I.D. 541.....	1,347.09	I.D. 742.....	589.75
M.D. 542.....	1,696.50	I.D. 764.....	4,081.38
M.D. 543.....	2,319.00	I.D. 765.....	1,556.83
M.D. 544.....	1,880.00	I.D. 766.....	1,200.34
M.D. 545.....	2,260.50	I.D. 769.....	572.50
M.D. 546.....	2,000.00	I.D. 770.....	2,040.59
M.D. 547.....	1,900.00	I.D. 771.....	3,517.20
M.D. 548.....	2,500.00	I.D. 772.....	2,073.20
M.D. 549.....	2,092.00	I.D. 794.....	228.50
M.D. 550.....	2,439.00	I.D. 795.....	819.08
M.D. 551.....	2,950.00	I.D. 796.....	5,868.58
M.D. 552.....	2,115.00	I.D. 797.....	249.35
I.D. 553.....	2,925.88	I.D. 800.....	331.50
I.D. 554.....	2,515.26	I.D. 825.....	791.97
I.D. 555.....	3,408.75	I.D. 826.....	750.65
M.D. 572.....	1,480.50	I.D. 828.....	1,868.40
M.D. 573.....	2,194.50	M.D. 829.....	1,600.00
M.D. 574.....	1,428.00	I.D. 830.....	1,239.41
M.D. 575.....	2,535.00	I.D. 831.....	430.40
M.D. 576.....	2,000.00	I.D. 843.....	506.59
M.D. 577.....	3,496.00	I.D. 855.....	1,415.08
M.D. 578.....	2,650.00	M.D. 857.....	2,400.00
M.D. 579.....	2,500.00	M.D. 858.....	3,582.50
M.D. 580.....	2,241.00	I.D. 859.....	265.50
M.D. 581.....	2,671.00	I.D. 873.....	500.00
M.D. 582.....	3,067.50	I.D. 874.....	149.00
I.D. 583.....	3,340.61	I.D. 886.....	1,563.17
I.D. 584.....	2,114.90	I.D. 887.....	1,965.95
I.D. 601.....	1,889.15	I.D. 917.....	567.48
I.D. 602.....	2,079.62	I.D. 946.....	60.00
I.D. 603.....	1,473.40	I.D. 1065.....	279.30
I.D. 604.....	1,703.95	I.D. 1094.....	504.10
M.D. 605.....	1,396.50	I.D. 1124.....	487.98
I.D. 607.....	1,417.55	I.D. 1125.....	262.50

Special Grants to Indian Reserves	\$ 1,361.45
Special Grants:	
West of Hobbema	490.55
East 13-36-59-22-4	343.95
East of Newbrook	1,794.00
North of Thorhild	760.50
Volmer to Morinville	206.50
N. 9, 10 and 11-62-1-5	1,468.00
S. end of Pigeon Lake	989.60
Belloy to Fox Creek	501.00
W. 30-40-5-5	96.77
N. Tp. 40, 5 and 6-5	149.50
West of Millet	960.80
Sunnybend to Shoal Creek	1,499.97
Roads General	37,656.60
	<u>\$490,719.05</u>

FERRIES MAINTENANCE, 1926

Location.	Operation.	Maintenance.	Total.
N. Saskatchewan River at Brosseau..	\$ 632.00	\$ 342.46	\$ 974.46
N. Saskatchewan River at Desjarlais	461.50	155.44	616.94
Athabaska River at Holmes Crossing	660.12	258.70	918.82
Red Deer River at Dorothy.....	629.33	117.18	746.51
N. Saskatchewan River at Pakan.....	476.67	365.14	841.81
Red Deer River at Garrington Crossing	866.67	245.57	1,112.24
N. Sask. River 4th Meridian (50% cost of Operation)	1,133.17	.....	1,133.17
Athabaska River at Athabaska	492.34	2,194.70	2,687.04
Pembina River at Letts Crossing.....	522.50	165.34	687.84
N. Saskatchewan River at Shandro....	470.17	146.40	616.57
N. Saskatchewan River at Hopkins....	555.00	169.43	724.43
Red Deer River at Hutton.....	720.00	135.45	855.45
N. Saskatchewan River at Rocky Mountain House	905.42	272.74	1,178.16
Narrows of Lac Ste. Anne.....	444.00	101.88	545.88
N. Saskatchewan River at Lea Park..	524.50	64.01	606.51
N. Saskatchewan River at Eldorena..	473.67	116.06	589.73
Pembina River at Antonsen Crossing .....	.....	140.57	140.57
Pembina River at Wright's Crossing..	508.66	146.67	655.33
N. Saskatchewan River at Lamara's Crossing	515.66	142.32	657.98
Peace River at Dunvegan	813.60	685.89	1,499.49
S. Saskatchewan River at Bow Island	656.35	69.35	725.70
N. Saskatchewan River, N. of Manville	485.34	165.40	650.74
N. Saskatchewan River at Genesee....	494.67	188.35	683.02
Red Deer River at Steeveville.....	668.39	136.81	805.20
Big Smoky River at Goodwin Crossing	825.32	192.26	1,017.58
Bow River at Riverbow.....	720.00	376.95	1,096.95
Bow River at Bredin Crossing.....	704.00	54.54	758.54
Red Deer River, West of Munson.....	557.50	279.05	836.55
N. Saskatchewan River at Berry Moor	570.00	396.07	966.07
Red Deer River at Finnegan Crossing	720.00	260.92	980.92
Pembina River at Matthews Crossing	460.00	104.77	564.77
N. Saskatchewan River at Mooswa....	530.00	143.84	673.84
McLeod River at Allendale Crossing	460.00	109.24	569.24
N. Saskatchewan River at Vinca.....	474.50	155.67	630.17
Pembina River at Manola.....	466.67	236.11	702.78
McLeod River at McLeod Valley.....	637.50	158.82	796.32
Red Deer River North of Jenner.....	683.86	261.31	945.17
Red Deer River at Gregory Crossing	704.35	156.66	861.01
N. Saskatchewan River at Elk Point..	616.00	229.81	845.81
Red Deer River West of Morrin	575.00	192.72	767.72
Narrows, Sandy Lake.....	.....	132.34	132.34
Athabaska River at Smith.....	659.73	220.83	880.56
Bow River South of Crowfoot.....	640.00	163.45	803.45

DEPARTMENT OF PUBLIC WORKS

Location.	Operation.	Maintenance.	Total.
Pembina River South of Fawcett.....	\$ 464.75	\$ 225.26	\$ 690.01
N. Saskatchewan River at Waskatenau	545.00	367.49	912.49
Athabaska River at Christmas Creek Crossing	560.00	368.09	928.09
McLeod River at Mahaska.....	503.83	180.21	684.04
Red Deer River North of Atlee.....	689.45	476.23	1,165.68
N. Saskatchewan River at Forbesville	450.33	259.47	709.80
S. Saskatchewan River S. of Empress	683.86	2,368.06	3,051.92
McLeod River at Rosevear.....	570.00	227.21	797.21
N. Saskatchewan River at Warspite..	465.84	83.98	549.82
Red Deer River at Buffalo Crossing..	683.25	1,388.29	2,071.54
Peace River at Fort Vermilion.....	611.17	1,184.26	1,795.43
N. Saskatchewan River at Heinsburg	373.33	113.55	486.88
Red Deer River at Rosedale.....	636.45	262.51	898.96
Bow River at Bow Slope Crossing....	683.86	1,274.06	1,957.92
Athabaska River at Whitecourt.....	560.00	136.07	696.97
Ferries General .....	.....	6,525.74	6,525.74
Total Expenditure.....	<u>\$33,613.28</u>	<u>\$25,792.60</u>	<u>\$59,405.88</u>

FERRIES CONSTRUCTION, 1926

Location.	Amount.
Ferry over North Saskatchewan River at Shandro.....	\$ 1,761.41
Ferry over North Saskatchewan River at Rocky Mountain House	1,528.87
Ferry over Peace River at Dunvegan.....	2,038.45
Ferry over Red Deer River at Finnegan Crossing.....	1,035.52
Ferry over McLeod River at McLeod Valley.....	1,674.30
Ferry over North Saskatchewan River at Elk Point.....	1,504.84
Ferry over Red Deer River, West of Morrin.....	1,027.00
Ferry over Athabaska River at Smith.....	1,391.06
Ferry over Athabaska River at Christmas Creek Crossing.....	3,981.27
Ferry over North Saskatchewan River at Pakan.....	31.66
Ferry over North Saskatchewan River, North of Manville.....	200.00
Ferry over North Saskatchewan River at Heinsburg.....	174.72
Ferry over Pembina River at Letts Crossing.....	281.03
Ferries General.....	267.76
Total Expenditure.....	<u>\$16,897.89</u>

ANNUAL REPORT, MAIN HIGHWAYS, 1926

(C. A. DAVIDSON, *Highway Commissioner*)

The total amount expended on Main Highway Construction during the year is \$1,729,999.04, of which \$1,264,083.78 was the subject of audit by the travelling auditor of the Dominion Department of Railways and Canals, as at November 30, 1926. There were no extensions of our main highway system throughout the year, and in all twenty-seven contracts were awarded, fourteen being for Standard Earth Construction in a length of 220.9 miles and thirteen for Gravel Surfacing in a length of 187.1 miles first course and 164.4 miles second course.

All grading contracts awarded during the year were fully completed during the working season, and in addition eleven unfinished contracts of 1925 were finally closed out. This is due to the favourable working conditions encountered in the early part of the season combined with the application of preliminary engineering during the winter months.

Progress of gravel surfacing contracts was considerably delayed by the September rains in the southern section of the Province, but the general result has been quite satisfactory.

Details of contracts awarded are as follows:

The following grading contracts were awarded and completed in 1926:

Pro- ject	Sec- tion	Sub- sec.	Location.	Miles.	% Com- plete.	Contractor.
1	F	2	Millet-Leduc	11.8	100%	H. G. Macdonald & Co.
1	D	2	Red Deer-Lacombe	16.0	100%	Fred Mannix.
1	D	3	Lacombe-Ponoka	14.2	100%	Fred Mannix.
1	C	2	N. Innisfail-Red Deer	9.8	100%	H. G. Macdonald & Co.
1	B	3	Olds-Innisfail	13.5	100%	W. A. Foreman & Co.
2	E	8	Coleman-Crow's Nest Lake..	6.1	100%	Broley & Kordus.
3	A	4	Stavely-Nanton	17.0	100%	Dodge & McDonald.
3	B	1	Macleod-Granum	12.9	100%	W. A. Foreman & Co.
4	A	2	East and West Strathmore..	26.5	100%	Commercial Cartage Co.
5	B	1	Hanna-Delia	20.4	100%	Campbell Const. Co.
6	A	2	Stirling-New Dayton	17.2	100%	Russel & McLeod.
13	C	2	Mundare-Chipman	12.9	100%	Western Const. Co.
13	D	1	Lloydminster-Kitseoty	21.5	100%	Western Const. Co.
15	B	3	Clyde-Rochester	21.1	100%	H. G. Macdonald & Co.

220.9

The following grading contracts awarded in 1925 were completed in 1926:

Pro- ject	Sec- tion	Sub- sec.	Location.	Miles.	Contractor.
1	A	2	Airdrie-Carstairs	21.55	W. A. Foreman & Co., Ltd.
1	E	3	Menaik-Wetaskiwin	15.3	A. Webster & Sons.
2	E	3&4	Blairmore-Burmiss	17.1	Commercial Cartage Co.
2	E	4	Burmiss-Lundbreck	12.0	Campbell Construction Co.
8	A	1&2	Castor-Galahad, Paint Earth Creek	10.4	Western Construction Co.
9	A	1	Red Deer-Rocky Mountain House	14.5	H. G. Macdonald & Co.
12	A	1	Edmonton-Cooking Lake	20.1	Campbell Construction Co.
13	A	1	Edmonton-Ft. Saskatchewan	12.3	Campbell Construction Co.
13	C	1	Vegreville-Ranfurly	19.1	Western Construction Co.
15	B	2	Rochester-Meanook	16.7	H. G. Macdonald & Co.
16	D	1	Donnelly-Sec. 13-81-21-5....	22.0	Donald & Dimsdale.

183.05

The following surfacing contracts were awarded in 1926:

Pro- ject	Sec- tion	Sub- sec.	Location.	Miles.	% Com- plete.	Contractor.
1	D	1&3	Lacombe-Ponoka	17.7	60%	Commercial Cartage Co.
1	E	2&3	Wetaskiwin-Millet	27.2	42%	Alex. Webster & Son.
1	F	2	Millet-Leduc	11.8	40%	Commercial Cartage Co.
1	E	2	Wetaskiwin-Millet	9.7	100%	Commercial Cartage Co.
1	E	3	Menaik-Wetaskiwin	15.5	100%	G. B. Wood Cartage Co., Ltd.
1	F	1	Edmonton-Leduc	15.5	80%	G. B. Wood Cartage Co., Ltd.
2	E	3&4	Lundbreck-Coleman	19.5	100%	Commercial Cartage Co.
2	E	8	Mile 261.7-Coleman	6.5	100%	Broley & Kordus.
3	D	1	Cardston to U.S. Bdry.....	15.6	100%	Commercial Cartage Co.
4	A	1	Calgary-Inverlake	17.0	100%	Commercial Cartage Co.
6	A	1	11 miles North of Warner			
6	B	123	to U.S. Bdry.	34.8	84%	J. A. Broley.
13	A	1	Edmonton-Ft. Saskatchewan	12.3	100%	Broley & Kordus.
22	A	..	Drumheller-Rosedale	4.2	100%	W. A. Foreman & Co.
				<u>207.3</u>		

The following contracts awarded in 1925 were completed in 1926:

Pro- ject	Sec- tion	Sub- sec.	Location.	Miles.	Contractor.
1	B	2	Carstairs-Olds east	20.6	McCoy & McCann.
2	E	4	Lundbreck-Frank	12.0	G. B. Wood Cartage Co.
2	E	5	Pincher-Burmiss	14.8	G. B. Wood Cartage Co.
3	A	3	High River-Nanton	18.2	H. G. Macdonald & Co.
7	C	1	Morley easterly	10.8	Day Labour.
				<u>76.4</u>	

Unit prices bid, with the exception of solid rock excavation, are substantially similar to those of the previous year, and the inauguration of our crushing oversize material in surfacing resulted in favourable prices being received. The following analysis of unit prices is presented:

Grading—

Item.	Unit.	Average Price.
Clearing	Acre	\$31.36
Grubbing	Acre	45.55
Earth Excavation	Cubic Yard	.212
Loose Rock	Cubic Yard	.43
Solid Rock	Cubic Yard	1.425
Overhaul	Station Yard	.056

Surfacing—

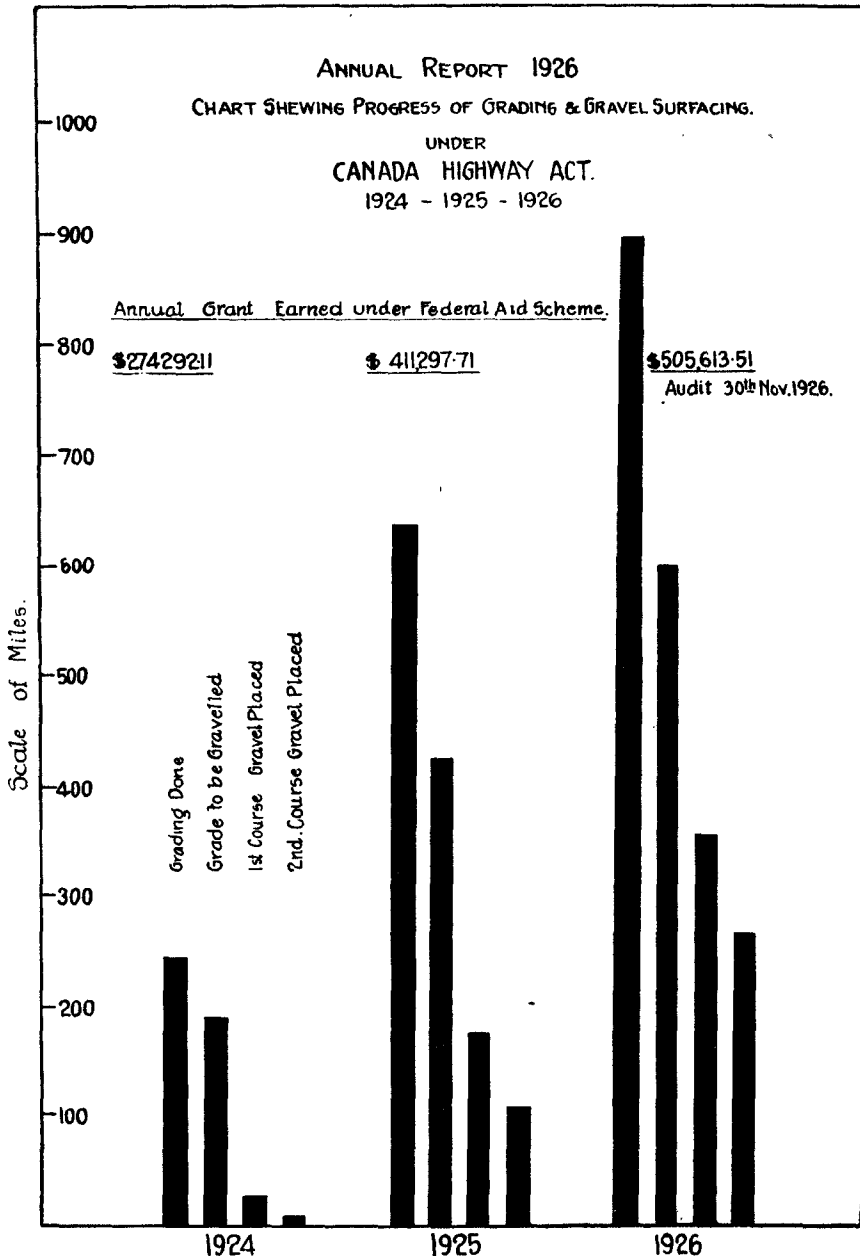
Item.	Unit.	Average Price.
Stripping	Cubic Yard	\$.355
Overhaul	Station Yard	.055
Preparation Sub-grade	Station (100 ft.).....	.45
Excavating and Loading	Cubic Yard	.41
Hauling and Spreading.....	Cubic Yard Mile.....	.385
Loading from Stockpiles.....	Cubic Yard	.215
Excavating, crushing and loading.....	Cubic Yard	.906

Short haul movement of surfacing material was limited, and 110,744 cubic yards of material was transported by rail to sidings adjacent to roadbed on the following work:

Edmonton-Lacombe	84,631 Cubic Yards.
Edmonton-Fort Saskatchewan.....	8,215 Cubic Yards.
Calgary-Inverlake	17,898 Cubic Yards.

A marked improvement was observed in the type of equipment being used by contractors in this class of work.

Progress chart of gravel surfacing in relation to subgrade completed is submitted, showing also annual earnings on work under agreement:



There was a reduction in cost in construction engineering charges which amounts to 6% of cost of all operations and upon which 40% is recoverable under The Canada Highways Act.

Average costs per mile of all construction is as follows:

Standard Earth Highway.....	\$2,281.27
Gravel Surfacing (1300 C.Y. per mile).....	3,502.36

Standard earth highway cost remains unchanged and surfacing operations show a slight increase due to the introduction of a crushing oversize specification combined with longer haul of materials.

On a separate page is recorded full details of expenditure to date under The Canada Highways Act. This statement was the basis for audit by the Dominion Government on all operations up to November 30, 1926, and recommendations for payment in the amount of \$505,633.59 have been made on the season's work. This amount, when added to the operations of 1924 and 1925 under The Canada Highways Act, on which \$685,589.52 has already been earned, produces a total of \$1,191,223.11 from a total grant available to the Province of \$1,477,810.00.

Main highway maintenance costs show an increase over 1925 by \$29,195.80, which is primarily due to necessity for stock pile replacements on completed gravel surfacing. Patrol maintenance of several sections has been inaugurated on the heavier travelled highways, and it is not expected that we shall be able to reduce expenditures on this phase of operations.

Commercial and passenger traffic on our highways is steadily increasing, and will continue to place further demands on our appropriations for this necessary work.

Herewith you will find details of all expenditure on maintenance for the year, together with capital expenditure statement of work performed not under agreement with the Dominion Government, the principal items of expenditure being performed by contract under the direction of our district and resident engineers.

THE PROVINCE OF ALBERTA
EXPENDITURE MADE BETWEEN JULY 9th, 1919, AND NOVEMBER 30th, 1926, UNDER THE CANADA HIGHWAYS ACT.

Project 3083.	Location.	Prelim.	Construction Engineering	Clearing and Grubbing	Grading	Culverts	Road Surfacing	Miscellaneous. Hub Guard, Rail, etc.	Grand Total	Previously Reported, 1924	1925	Total 1926
1-A-1	Edmonton-Calgary		\$ 2,295.15		\$ 16,171.06	\$ 4,324.38	\$ 58,182.90	\$ 694.25	\$ 81,647.74	\$ 15,571.94	\$ 65,209.95	\$ 865.85
1-A-2	Edmonton-Calgary		4,397.36	38.50	28,971.07	8,557.49	1,231.11		43,187.53		36,287.52	6,900.01
1-B-1	Edmonton-Calgary		2,688.41	20.00	2,958.01	1,574.93	41,432.19		33,919.78	3,154.98	18,099.07	12,665.73
1-B-2	Edmonton-Calgary		6,015.99	105.05	24,970.21	5,171.93	70,612.16		109,892.32	15,697.08	28,128.94	66,066.30
1-C-1	Edmonton-Calgary		2,699.87	475.85	17,703.81	9,145.82		2,017.58	24,025.45			24,025.45
1-C-2	Edmonton-Calgary		3,311.75	75.00	18,977.53	2,943.88	19,142.72		34,360.88	7,867.61	17,756.05	8,727.22
1-D-1	Edmonton-Calgary		1,621.55	176.10	14,921.54	3,516.38			19,585.57			19,585.57
1-D-2	Edmonton-Calgary		2,239.17		2,957.57	1,135.78	5,088.04		11,093.50	7,087.63		4,005.87
1-D-3	Edmonton-Calgary		3,390.64	654.40	28,201.97	2,802.75			30,049.06			30,049.06
1-E-1	Edmonton-Calgary		4,049.33	1,680.00	27,321.20	5,958.13	47,004.45		85,553.11			85,553.11
1-E-2	Edmonton-Calgary		1,921.05		8,144.66	2,644.22	15,802.21		25,528.13	15,751.87	9,670.66	105.60
1-E-3	Edmonton-Calgary		3,099.40	3.10	8,144.66	2,644.22	47,347.41	163.19	61,643.93	16,336.88	4,899.22	40,407.88
1-F-1	Edmonton-Calgary		4,659.75	216.00	18,499.36	5,345.32	54,458.23		78,108.82		15,316.76	62,592.08
1-F-2	Edmonton-Calgary		4,802.60	1,200.00	30,753.16	6,545.30	64,010.16	610.66	107,905.90		41,395.09	65,510.81
2-C-1	Walsh-Crow's Nest		3,292.91	169.00	16,897.24	4,151.03	34,331.06	1,104.72	59,845.96			59,845.96
2-C-2	Walsh-Crow's Nest		1,305.41						1,306.41			1,306.41
2-D-1	Walsh-Crow's Nest		2,423.89		39,923.21	2,676.51	10,783.19	260.34	56,067.74	42,539.38	13,529.36	51.25
2-D-2	Walsh-Crow's Nest		1,391.44	50.00	6,411.40	1,564.75	4,345.18	70.77	12,833.55		12,782.30	1,066.56
2-E-1	Walsh-Crow's Nest		1,147.40	15.00	17,472.10	73.43	7,591.83		20,299.76	19,253.80		304.53
2-E-2	Walsh-Crow's Nest		601.74		7,611.67	139.97		132.98	8,486.36	8,181.83		12,733.59
2-E-3	Walsh-Crow's Nest		2,634.17	5.52	20,434.24	3,420.73	12,180.14		38,674.80	18,122.30	7,818.81	45,935.23
2-E-4	Walsh-Crow's Nest		6,455.07	174.95	59,226.37	10,456.61	23,417.51		100,030.52		29,446.44	13,456.10
2-E-5	Walsh-Crow's Nest		8,596.10	44.05	20,472.19	6,536.39	31,791.73		13,529.11	24,542.62		799.71
2-E-6	Walsh-Crow's Nest		1,845.59	50.00	10,491.60	240.91	746.85	154.16	799.74		13,523.00	65,334.78
2-E-7	Walsh-Crow's Nest	\$ 799.74							65,334.78			3,014.17
2-E-8	Walsh-Crow's Nest		4,693.52	1,969.87	20,958.22	25,732.65	11,980.52		85,965.76	34,012.32	48,038.97	3,276.21
3-A-1	Calgary-International Boundary		2,618.00	267.20	14,587.39	5,901.84	54,545.10	7,781.23	98,779.43	15,382.52	40,820.74	58,158.69
3-A-2	Calgary-International Boundary		3,566.94		23,882.07	5,662.63	66,029.09	554.10	26,546.14			26,546.14
3-A-3	Calgary-International Boundary		3,692.95		17,800.03	5,975.32			19,437.47			19,437.47
3-B-1	Calgary-International Boundary		3,561.44		11,216.14	5,510.43			1,661.92			1,661.92
3-C-1	Calgary-International Boundary	1,661.92							79,796.57			32,306.25
3-D	Calgary-International Boundary		9,133.53	103.60	29,489.72	11,895.87	28,873.85		83,809.47		25,940.40	62,847.98
4-A-1	Calgary-Medicine Hat		5,745.74	41.36	15,359.20	6,677.07	55,084.54	901.56	62,847.98		3,256.82	5,038.49
4-A-2	Calgary-Medicine Hat		4,314.11		37,101.60	10,962.91	10,469.36		30,167.47	21,872.16		57.15
4-B-1	Calgary-Medicine Hat		3,995.85		19,679.99	6,591.63			41,865.17		2,058.23	
5-A-1	Calgary-Alaska		3,121.64		22,116.74	9,476.19	5,088.85	2,061.75				

EXPENDITURE MADE BETWEEN JULY 9th, 1919, AND NOVEMBER 30th, 1926, UNDER THE CANADA HIGHWAYS ACT— (Continued)

Project 3083.	Location.	Prelim.	Construction Engineering	Clearing and Grubbing	Grading	Culverts	Road Surfacing	Miscellaneous, Hub Guard, Rail, etc.	Grand Total	Previously Reported, 1924	1925	Total 1926
		\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
1-B-1	Calgary-Alaska	1,238.63	3,960.66		25,210.55	10,628.01			39,799.22			39,799.22
1-B-2	Calgary-Alaska		2,209.61		12,229.77	3,399.80			1,238.63			1,238.63
1-B-3	Lethbridge-Contis		2,253.07	6.32	18,754.81	2,986.41	22,041.74		39,964.42	20,833.47	8,895.05	1,238.63
1-A-2	Lethbridge-Contis		2,521.98		8,386.55	1,965.01	12,665.50		24,002.61			24,002.61
1-B-2	Lethbridge-Contis		2,279.94		10,459.99	2,731.41	22,151.74		25,538.04	5,144.98	6,084.54	14,808.52
1-B-3	Lethbridge-Contis		3,253.26		18,860.74	3,880.44	31,511.41		37,625.88		20,539.16	24,846.32
1-A	Calgary-Kananaskis		3,343.84	211.20	10,889.37	4,406.96	46,735.56	963.06	57,506.85	36,418.22	20,539.16	36,967.69
1-B	Calgary-Kananaskis		1,765.71		11,357.73	3,467.92	29,847.16	6,441.45	52,879.97	15,302.73	10,828.04	10,828.04
1-C-1	Calgary-Kananaskis		1,882.28		19,777.45	4,171.54	20,364.80	4,472.73	37,590.36	15,091.17	198.44	198.44
1-C-2	Calgary-Kananaskis		2,695.33		22,527.42	3,320.84	11,673.75		50,668.80	31,885.64	14,718.24	4,064.92
1-A-1	Hanna-Viking		2,371.40	762.50	14,966.49	3,773.87		1,070.28	22,820.14		12,257.34	12,257.34
1-A-2	Hanna-Viking		1,114.50	540.30	8,203.46	1,676.06		690.62	12,257.94		10,078.03	10,078.03
1-B-1	Red Deer-Rocky Mountain House		5,862.44	5,636.45	43,343.02	6,587.03		13.03	61,441.97	9,474.26	10,865.09	41,102.62
1-B-1	Wetaskiwin-Hayter	43.08	80.00						123.08			123.08
1-B-1	Wetaskiwin-Hayter		106.55						106.55			106.55
1-B-1	Lacombe-Coronation		4,082.97	108.74	14,098.06	7,286.84	3,935.08	1,396.18	30,857.87	16,481.13	14,376.74	255.80
1-A-1	Edmonton-Wainwright		6,281.66	49.66	31,224.27	13,975.61	505.75	639.56	52,676.51	30,131.36	22,289.85	27,973.74
1-D-1	Edmonton-Wainwright		5,760.88	1,405.99	26,591.88	11,485.54		1,257.50	46,601.79		18,528.05	
1-B-1	Edmonton-Lloydminster		3,207.52	687.23	11,572.86	2,254.73	1,405.90		19,128.24	18,119.44	1,008.80	
1-B-1	Edmonton-Lloydminster		6,029.51	419.44	17,738.95	6,236.72	42,182.01	1,672.15	74,378.78		23,214.22	52,064.56
1-C-1	Edmonton-Lloydminster	1,508.91		767.80					2,376.71			2,376.71
1-C-2	Edmonton-Lloydminster		5,347.50	2,640.78	27,047.60	10,027.33			45,063.21		22,998.43	22,998.43
1-D-1	Edmonton-Lloydminster		4,201.98	135.00	13,603.10	2,022.10			19,962.18		19,962.18	19,962.18
1-D-2	Edmonton-Lloydminster		8,397.77	1,809.72	51,674.13	16,870.92	280.20	2,126.33	81,159.07	39,666.43	4,507.34	36,985.30
1-A-1	Edmonton-Lloydminster		2,961.43	338.66	10,461.37	4,633.55			18,415.01		15,986.89	2,428.12
1-A-2	Edmonton-Lloydminster		630.59	139.12	4,820.28	307.95	38,628.96		44,726.90	10,276.95	84,352.64	97.31
1-B-1	Edmonton-Edson		159.00	82.44					232.44			232.44
1-B-1	Edmonton-Edson		425.00	74.25	7,483.75	1,048.66			9,031.66	9,006.66	25.00	25.00
1-C-1	Edmonton-Edson		5,003.24	748.37	10,701.13	2,046.50	3,040.75	1,230.95	22,770.94	13,092.23	9,655.91	193.40
1-D	Edmonton-Edson								193.40			193.40
1-E	Edmonton-Edson								4,054.74			4,054.74
1-A-1	Edmonton-Athabaska		4,070.64	2,274.50	20,697.91	3,425.25			30,468.30	8,650.61	21,817.69	2,028.47
1-A-2	Edmonton-Athabaska		31.42		1,836.15				2,028.47			2,028.47
1-B-1	Edmonton-Athabaska		3,148.90	2,724.00	36,335.97	15,341.45	1,313.40		61,453.23	39,006.68	12,712.92	9,733.63
1-B-2	Edmonton-Athabaska		5,374.72	3,175.80	39,038.40	13,653.65		2,589.51	66,856.49		64,626.22	2,230.97
1-B-3	Edmonton-Athabaska		6,014.56	4,034.65	39,114.92	13,658.20	5,693.67		68,116.00		68,116.00	68,116.00
1-D-1	Athabaska-Peace River		6,078.42	9,154.41	14,059.55	4,185.07			33,477.45	10,059.90	16,108.10	7,309.41
1-D-2	Athabaska-Peace River		2,732.39	2,055.08	9,082.86	4,194.99		461.68	18,527.00	13,479.03	4,980.31	67.66

[illegible]

SUMMARY OF CAPITAL EXPENDITURE OF ROAD
CONSTRUCTION

Preliminary Engineering	\$ 13,542.60
Federal Aid	1,264,083.78
Federal Aid not yet applied for	60,802.37
Not for Federal Aid, advertising, etc.	22,998.02

Expenditures not under Agreement with Dominion Government:

Through Beaver Hills	\$ 896.76
Boyle-Donatville	25,191.38
Ft. McMurray-Alta. Salt Co. Plant	1,031.38
Athabaska-McLennan	62,217.56
Grouard-Whitefish Lake Trail	297.85
Pincher-Waterton Lake	14,348.16
Onoway-Whitecourt	17,985.01
Calgary-Priddis Trail	1,593.78
Cardston-Waterton Lake	2,005.32
Okotoks-Turner Valley	20,941.84
Across Sandy Lake Reserve	2,391.38
Glenwoodville-Hill Springs	888.21
Cooking Lake-Joseph Lake	3,504.27
Gleichen-South-west	2,497.19
St. Paul-Coal Lake	10,230.85
East from Shouldice	3,543.10
Rocky Mountain House-Harburg	300.00
Peace River-Judah Hill	1,477.25
Knob Hill-Buck Lake	797.89
Vilna-Ashmont	6,570.71
Slave Lake-Wabaskiw Trail	499.81
Valhalla Centre-Brainard	750.00
McKay North	1,498.80
Kirkpatrick-Monarch Mine	2,006.42
Valhalla Centre-Beaver Lodge	1,232.25
Christmas Creek Ferry	2,000.00
Battle River Prairie-White Mud River.....	1,526.78
Duchess-Bassano	2,060.83
Kininvie-Suffield	2,329.00
Taber East	2,951.20
Lethbridge-Cardston	9,839.07
Irricana-Beiseker	3,067.20
Hanna-Alsask	2,321.66
East and West of Mirror	4,695.44
Consort-Compeer	3,486.95
Wetaskiwin-Hayter	4,241.20
Daysland-Lougheed	3,155.82
Lougheed-Hayter	6,179.01
Irma-Wainwright	572.57
Evansburg West	9,242.74
Wembley	1,378.71
Berwyn-Waterhole	10,258.32
Leading to Fedorah Siding (Lumber Account)	10.70
St. Paul-Lake Eliza	1,000.00
Leading to Pine Lake	1,800.00
Ferry Approach to Dunvegan	497.10
Lindale-Keystone	3,000.00
Ft. McMurray-Salt Plant	2,477.40
Plamondon-Lac La Biche Trail	3,855.54
Medicine Hat-Havre	7,936.19
Fitzgerald-Ft. Smith	1,058.50
Approach Recimus Bridge	800.00
Scottish Settlement in M.D. 512	3,000.00
N. 33-50-24-W. 4th	799.50
Nevis-Castor (Outstanding from 1925)	10.50
	283,641.31

General:

Administration	\$27,968.63	
Good Roads Board	354.70	
Machinery and Equipment	22,590.92	
Gravel Pits	3,016.71	
Stock on Hand	31,000.00	
		\$ 84,930.96
		<u>\$1,729,999.04</u>

STATEMENT SHOWING THE EXPENDITURE FROM INCOME
DURING THE YEAR 1926, FOR THE MAINTENANCE
OF MAIN HIGHWAYS

Location.	Miles	Amount Expended
<i>Edmonton to Calgary—</i>		
Sec. A. Calgary-Didsbury	52.0	\$ 6,671.33
Sec. B. Didsbury-Innisfail	31.2	1,538.79
Sec. C. Innisfail-Red Deer	21.3	1,603.77
Sec. D. Red Deer-Wetaskiwin	57.4	1,812.52
Sec. E. Wetaskiwin-Millet	9.7	1,586.81
Sec. F. Millet-Edmonton	30.3	1,080.67
Total.....	201.9	\$14,293.89
<i>Calgary to Kananaskis</i>	55.2	\$ 5,967.82
<i>Calgary to Medicine Hat—</i>		
Sec. A. Calgary-Cluny	67.2	\$ 4,388.32
Sec. B. Cluny-Kininvie	89.2	4,302.83
Sec. C. Kininvie-Medicine Hat	51.0	1,282.77
Total.....	207.4	\$ 9,973.92
<i>Calgary to U.S. Boundary—</i>		
Sec. A. Calgary-N. Bdy. Tp. 13	79.5	\$16,895.81
Sec. B. N. Bdy. Tp. 13-Macleod	41.3	1,927.48
Sec. C. Macleod-Glacier Park	64.5	1,697.00
Total.....	185.3	\$20,520.29
<i>Walsh to Crow's Nest—</i>		
Sec. A. Walsh-Medicine Hat	40.9	\$ 1,260.36
Sec. B. Medicine Hat-Bow Island	38.1	911.70
Sec. C. Bow Island-Lethbridge	73.0	4,094.36
Sec. D. Lethbridge-Macleod	38.2	2,221.44
Sec. E. Macleod-B.C. Summit	74.2	6,938.30
Total.....	264.4	\$15,426.16
<i>Lethbridge to Coutts—</i>		
Sec. A. Lethbridge-N. Tp. 6-19-4.....	52.2	\$ 1,379.85
Sec. B. N. Tp. 6-19-4-Coutts, U.S. Bdy.....	27.2	504.92
Total.....	79.4	\$ 1,884.77
<i>Lethbridge to Cardston .....</i>	.....	\$ 1.44
<i>Hanna to Viking—</i>		
Sec. E. Hanna-Castor	45.0	\$ 2,497.62
Sec. F. Castor-Killam	45.2	1,849.18
Sec. G. Killam-Viking	23.8	951.32
Total.....	114.0	\$ 5,298.12

DEPARTMENT OF PUBLIC WORKS

Location.	Miles	Amount Expended
<i>Calgary to Alsask—</i>		
Sec. A. Calgary-Drumheller	73.1	\$ 4,514.57
Sec. B. Drumheller-Youngstown	83.8	4,241.49
Sec. C. Youngstown-Alsask	66.6	1,601.89
Total.....	223.5	\$10,357.95
<i>Lacombe to Compeer—</i>		
Sec. A. Lacombe-Nevis	40.0	\$ 916.49
Sec. B. Nevis-Castor	55.7	1,823.17
Sec. C. Castor-Compeer	105.8	6,843.50
Total.....	201.5	\$ 9,583.16
<i>Wetaskiwin to Hayter—</i>		
Sec. A. Wetaskiwin-Bittern Lake	17.0	\$ 1,745.90
Sec. B. Bittern Lake-Daysland	44.9	2,622.55
Sec. C. Daysland-Lougheed	38.1	2,902.07
Sec. D. Lougheed-Hayter	90.6	4,023.17
Total.....	190.6	\$11,293.69
<i>Edmonton to Butze—</i>		
Sec. A. Edmonton-Tofield	46.9	\$ 2,629.99
Sec. B. Tofield-Holden	27.6	1,374.09
Sec. C. Holden-Kinsella	61.5	2,669.34
Sec. D. Kinsella-Butze	20.0	1,950.35
Total.....	156.0	\$ 8,623.77
<i>Edmonton to Lloydminster—</i>		
Sec. A. Edmonton-Ft. Saskatchewan	19.9	\$ 719.76
Sec. B. Ft. Saskatchewan-Chipman	32.0	2,858.36
Sec. C. Chipman-West Range 11	61.6	2,444.80
Sec. D. West Range 11-Lloydminster.....	70.9	2,724.39
Total.....	184.4	\$ 8,747.31
<i>Edmonton to Jasper Park—</i>		
Sec. A. Edmonton-Evansburg	74.0	\$ 6,720.30
Sec. B. Evansburg-Edson .....	.....	1,741.23
Total.....	74.0	\$ 8,461.53
<i>Edmonton to Athabaska—</i>		
Sec. A. Edmonton-Clyde	50.0	\$ 2,444.29
Sec. B. Clyde-Athabaska	52.0	307.90
Total.....	102.0	\$ 2,752.19
<i>Edmonton to Holmes Crossing—</i>		
Sec. A. Edmonton-Vimy	41.0	\$ 3,024.77
Sec. B. Vimy-Holmes Crossing	64.0	3,305.58
Total.....	105.0	\$ 6,330.35
<i>Edmonton E. through Beaver Hills</i>	44.0	\$ 2,748.76
<i>Grande Prairie-Pouce Coupe</i>	57.5	\$ 4,694.65
<i>Athabaska-Peace River—</i>		
Sec. C. Grouard-Peace River	71.8	\$ 841.90
Total.....	71.8	\$ 919.30

<i>Red Deer-Rocky Mountain House</i>	52.3	\$ 4,784.95
<i>Peace River-Grande Prairie—</i>		
Sec. A. Peace River-Dunvegan	59.2	\$ 1,879.56
Sec. B. Dunvegan-Spirit River	12.0	1,407.66
Sec. C. Spirit River-Grande Prairie	44.0	1,566.16
Total.....	115.2	\$ 4,853.38
<i>Bowness Road</i>	3.1	\$ 284.97
<i>Drumheller to Rosedale</i>	4.3	\$ 360.80
Total.....		<u>\$158,163.17</u>

THE MAINTENANCE OF THE FOLLOWING ROADS

during 1926, although not included in the Main Highway System, was paid for under the authority of Section 30, Public Highways Act, out of monies voted from Income for Main Highway Maintenance.

<i>Locations :</i>	Amount Expended
38-19-20-4	\$ 820.80
Camrose to Chipman via Tofield.....	1,574.87
Lacombe to Gull Lake	295.75
Stettler North to Donalda	311.85
St. Albert to Alberta Beach	1,895.45
Pincher to Waterton Lakes	763.49
Cardston to Waterton Lakes via Mountain View..	809.31
East and South of New Norway.....	215.10
Stettler to Buffalo Lake	277.65
N. 19/24-52-1-5	115.80
Hill Springs to Cardston	69.30
E. of 4 to 33, 43/45-46-13-4	60.30
Ohaton to Meeting Creek and South.....	.90
Onoway-Sanguo	746.09
Okotoks to Turner Valley	311.30
South of Killam	27.00
Keith Sanitarium to Banff Main Highway.....	10.05
St. Paul to Cold Lake	149.70
Total.....	<u>\$8,454.71</u>
Maintenance Main Highways	\$158,163.17
District Roads	8,454.71
<i>General :</i>	
Administration and supervision	10,148.77
Automobiles	2,851.07
Machinery and Equipment	10,839.39
Total of Vote 706B	<u>\$190,457.11</u>

BRIDGE ENGINEER'S REPORT

(N. W. MACPHERSON, *Chief Bridge Engineer*)

During the season fourteen crews were in the field, and all bridge work authorized for 1926 was completed, with the exception of two small steel spans and four small timber spans. All small bridge work was stopped early in December owing to severe weather conditions.

Treated timber was used on all bridges except where we were able to purchase local tamarac; seventy-five per cent. of piling was purchased in the Province.

One 300-foot span on pile abutments over Clearwater River, W. 18-36--6-5, replacing timber truss washed out in 1923—high water.

Two 125-foot spans (light steel) on pile abutments over Beaver River, E. of 10/15-62-2-4.

One 125-foot span (light steel) on pile abutments over Beaver River, E. 36-62-11-4.

One 125-foot span (light steel) on pile abutments over Beaver River, 20-63-12-4.

One 150-foot span on treated pile abutments over Little Red Deer River, 32-34-2-5.

One 175-foot span on treated pile abutments over Willow Creek, 7-12-27-4.

One 125-foot span on pile abutments over Buck Creek, 20/29-49-5-5.

Two 125-foot spans on treated pier abutments over Willow Creek, 22/27-11-27-4.

One 150-foot span on treated pile abutments over Battle River, 8-46-3-4.

One 125-foot skew span on treated pile abutments over Blindman River, 10/15-40-1-5.

One 200-foot span on concrete abutments over Waterton River, 23-4-28-4.

One 160-foot skew span on treated pile abutments over Elbow River, 4/5-24-2-5.

One 150-foot span over Little Red Deer River, 2/3-30-5-5.

One 125-foot span on treated timber abutments over Yarrow Creek, 16-4-30-4.

One 100-foot span on treated timber abutments over Milk River, 6-2-21-4.

One 135-foot span on treated timber abutments, Milk River, 12-2-15-4.

One 80-foot span treated timber abutments, E. 13-81-20-5.

One 80-foot span treated timber abutments, N. 23-71-10-6.

One 80-foot span treated timber abutments, 9-43-26-4.

One 80-foot span treated timber abutments, 33-27-20-4.

One 80-foot span treated timber abutments, 17-73-12-5.

One 80-foot span (light steel) pile abutments, S. 4-38-7-5.

One 80-foot span treated timber abutments, 2/3-47-23-4.

One 60-foot span treated timber abutments, 7-20-2-5.

One 60-foot span treated timber abutments, 21/28-28-4-5.

One 60-foot span treated timber abutments, 2-30-25-4.

One 60-foot span treated timber abutments, 33-29-3-5.

One 60-foot span treated timber abutments, N. 12-31-26-4.

One 60-foot span treated timber abutments, 34-22-20-4.

One 60-foot span treated timber abutments, 7/8-52-14-4.

One 60-foot span treated timber abutments, S. 5-74-8-5.

One 40-foot span (light steel) pile abutments, 31-50-25-5.

One 35-foot beam span treated pile abutments, 11/14-53-19-4.

One 30-foot beam span treated pile abutments, 19-66-22-4.

During the season we dealt with the following bridges:

Construction (including one concrete culvert).....	397
Maintenance	192
	589

I attach hereto statement showing bridges constructed in Municipalities and Improvement Districts during the year.

CONSTRUCTION AND RECONSTRUCTION OF BRIDGES FOR
YEAR ENDING DECEMBER, 1926

M.D. or I.D.	No. of Timber Bridges	No. of Steel Bridges	Expendi- ture	M.D. or I.D.	No. of Timber Bridges	No. of Steel Bridges	Expendi- ture
Indian Reserve	....	....	.....	M.D. 308	2	....	\$ 1,826.73
I.D. 5	1	1	\$ 7,041.75	M.D. 309	4	1	6,483.60
I.D. 6	1	....	5,653.36	M.D. 310	3	....	1,267.18
I.D. 7	....	1	3,070.24	M.D. 311	4	....	3,561.51
I.D. 8	3	....	1,328.68	M.D. 312	3	....	930.13
I.D. 9	5	....	2,702.65	M.D. 333	5	....	1,995.78
M.D. 10	2	1	25,814.42	M.D. 334	1	....	493.85
M.D. 37	4	....	2,589.78	M.D. 336	2	....	942.58
I.D. 38	3	....	1,625.34	M.D. 335	1	....	687.64
I.D. 39	1	1	4,701.34	M.D. 338	2	....	1,106.64
M.D. 40	3	....	1,859.19	M.D. 339	3	....	14,298.15
I.D. 67	1	1	3,954.94	M.D. 341	1	1	5,030.79
	(Conc. Cvt.)			M.D. 342	3	1	21,199.63
M.D. 70	2	....	1,340.59	M.D. 343	2	1	2,084.62
I.D. 91	1	....	1,191.53	M.D. 364	1	....	644.09
M.D. 92	2	....	1,789.61	M.D. 365	2	....	5,991.74
I.D. 97	2	....	1,184.82	M.D. 366	6	....	3,132.52
M.D. 99	....	1	15,975.98	M.D. 371	3	....	1,927.57
I.D. 100	4	....	3,629.37	M.D. 394	2	....	1,394.07
M.D. 129	1	....	491.69	M.D. 395	1	....	637.77
I.D. 155	1	....	8,528.55	M.D. 396	1	....	829.01
I.D. 156	1	....	237.00	M.D. 398	3	....	1,709.71
M.D. 159	3	....	1,549.73	M.D. 399	2	....	1,152.28
I.D. 185	2	....	1,132.48	M.D. 400	3	1	12,285.08
I.D. 186	1	....	344.83	M.D. 401	5	....	2,990.53
M.D. 189	3	....	2,494.49	M.D. 427	1	....	851.43
M.D. 191	5	1	7,172.67	M.D. 428	2	....	1,176.77
I.D. 213	1	....	482.87	M.D. 429	5	1	9,383.98
M.D. 214	2	....	823.78	M.D. 431	5	....	1,041.48
I.D. 217	1	1	5,485.87	M.D. 451	1	1	17,132.29
M.D. 218	2	....	1,253.05	M.D. 452	3	....	1,435.47
M.D. 219	4	....	10,063.19	M.D. 453	2	....	1,724.28
M.D. 221	3	1	17,181.38	M.D. 454	1	....	205.50
I.D. 222	1	....	592.60	M.D. 455	1	....	844.65
M.D. 241	1	....	591.02	M.D. 458	....	1	5,193.74
M.D. 245	1	....	517.68	M.D. 459	4	....	1,841.34
I.D. 247	4	1	8,326.90	M.D. 481	2	....	1,112.57
M.D. 248	1	....	382.95	M.D. 484	3	....	2,097.21
M.D. 249	2	....	1,808.42	M.D. 485	2	....	1,341.43
M.D. 250	1	....	214.97	M.D. 486	2	....	414.92
I.D. 251	6	....	3,866.17	M.D. 489	1	....	855.55
M.D. 274	1	....	665.12	I.D. 491	....	1	10,605.86
M.D. 275	1	....	500.28	M.D. 512	3	....	1,756.25
M.D. 277	4	....	1,151.69	M.D. 513	3	....	1,623.99
M.D. 279	3	1	7,239.72	M.D. 515	2	1	6,061.18
M.D. 280	2	....	1,432.80	M.D. 516	1	1	3,704.77
M.D. 281	7	2	15,901.37	M.D. 517	5	....	2,254.66
M.D. 282	1	1	4,587.14	M.D. 518	2	....	318.01
I.D. 302	1	....	577.02	M.D. 519	4	....	2,157.83
M.D. 304	1	....	254.97	M.D. 520	2	....	1,028.51
M.D. 305	2	....	515.97	M.D. 521	3	....	1,361.11
M.D. 306	1	....	634.84	M.D. 527	....	1	2,856.55
M.D. 307	3	....	1,055.21	I.D. 541	1	....	1,498.14
				M.D. 546	3	....	1,911.70

DEPARTMENT OF PUBLIC WORKS

M.D. or I.D.	No. of Timber Bridges	No. of Steel Bridges	Expendi- ture	M.D. or I.D.	No. of Timber Bridges	No. of Steel Bridges	Expendi- ture
M.D. 547	1	....	150.75	I.D. 667	3	....	\$ 1,964.16
M.D. 550	2	....	\$ 602.05	I.D. 668	....	1	2,920.26
M.D. 551	4	....	1,713.38	I.D. 731	2	1	3,194.53
M.D. 552	4	....	1,830.58	I.D. 732	3	1	4,368.01
I.D. 553	3	....	817.73	I.D. 733	....	1	6,773.66
I.D. 573	2	....	1,098.70	I.D. 738	1	....	869.51
M.D. 574	....	1	3,981.68	M.D. 739	1	....	447.50
M.D. 575	3	....	1,579.81	M.D. 740	4	....	1,154.80
I.D. 576	3	....	1,370.84	I.D. 741	4	1	7,318.49
I.D. 577	4	....	2,118.50	I.D. 764	1	....	697.07
I.D. 579	4	....	1,715.98	I.D. 765	1	....	302.92
I.D. 580	1	....	130.50	I.D. 769	1	....	266.83
I.D. 581	8	....	4,648.81	I.D. 770	3	....	746.29
I.D. 582	5	....	1,913.06	I.D. 771	5	....	1,693.02
I.D. 583	8	....	3,754.51	I.D. 772	2	....	692.76
I.D. 601	....	1	10,035.83	I.D. 800	1	....	249.63
I.D. 602	1	....	232.56	I.D. 825	1	1	5,474.39
I.D. 604	....	1	3,409.12	M.D. 829	2	....	586.40
M.D. 607	2	....	840.25	M.D. 857	3	....	502.15
M.D. 608	3	....	1,355.63	M.D. 858	3	....	1,329.19
M.D. 609	4	....	1,432.69	M.D. 886	1	....	904.67
I.D. 610	4	....	1,057.56	M.D. 887	1	....	378.27
M.D. 637	6	....	2,762.66	I.D. 917	1	....	435.72
M.D. 638	3	....	1,701.47	I.D. 946	3	....	348.13
M.D. 665	1	....	199.20				
I.D. 666	1	....	224.99				
					362	34	

MAINTENANCE OF BRIDGES, 1926

M.D. or I.D.	No. of Timber Bridges	Expendi- ture	M.D. or I.D.	No. of Timber Bridges	Expendi- ture
Indian Reserve	1	\$ 17.50	M.D. 451.....	2	\$ 158.50
I.D. 9.....	8	451.13	M.D. 457.....	3	190.28
M.D. 39.....	1	90.86	M.D. 458.....	8	886.81
I.D. 67.....	1	14.96	M.D. 459.....	2	410.46
M.D. 69.....	2	829.26	M.D. 482.....	1	226.84
M.D. 70.....	4	1,817.53	M.D. 483.....	1	231.53
I.D. 71.....	2	119.58	M.D. 487.....	1	12.05
I.D. 93.....	1	12.75	M.D. 489.....	2	67.91
M.D. 99.....	1	22.40	M.D. 490.....	4	600.86
I.D. 100.....	2	101.18	M.D. 515.....	1	95.35
M.D. 159.....	1	136.97	M.D. 517.....	2	200.10
I.D. 160.....	2	694.58	M.D. 518.....	3	86.32
M.D. 191.....	1	98.15	M.D. 546.....	1	502.99
I.D. 217.....	1	323.69	M.D. 547.....	6	382.24
M.D. 219.....	1	394.69	M.D. 548.....	11	3,719.94
M.D. 221.....	2	138.74	M.D. 549.....	7	1,149.42
I.D. 241.....	1	76.50	M.D. 550.....	1	33.91
I.D. 246.....	1	65.00	I.D. 554.....	3	256.02
M.D. 249.....	1	622.77	M.D. 575.....	1	243.76
M.D. 250.....	1	14.35	M.D. 577.....	1	50.41
I.D. 251.....	1	112.50	M.D. 578.....	1	44.22
M.D. 277.....	2	174.26	M.D. 579.....	1	26.37
M.D. 281.....	1	355.50	M.D. 580.....	2	498.00
I.D. 282.....	2	1,020.95	M.D. 581.....	2	557.96
M.D. 308.....	1	104.24	M.D. 582.....	3	553.70
M.D. 309.....	1	128.00	I.D. 602.....	1	7.00
M.D. 310.....	2	437.59	I.D. 603.....	1	26.60
M.D. 311.....	1	547.86	M.D. 609.....	2	1,309.44
M.D. 339.....	1	1,371.40	I.D. 610.....	4	2,646.73
M.D. 340.....	1	287.90	I.D. 635.....	1	40.35
M.D. 341.....	2	452.44	I.D. 639.....	1	948.60
M.D. 363.....	1	115.76	I.D. 640.....	1	53.00
M.D. 364.....	1	102.27	I.D. 641.....	1	17.00
M.D. 367.....	1	96.50	I.D. 730.....	1	84.75
M.D. 371.....	2	1,085.31	I.D. 731.....	2	359.22
M.D. 393.....	1	135.70	I.D. 732.....	2	292.25
M.D. 394.....	1	81.00	M.D. 740.....	1	234.05
M.D. 395.....	1	103.22	I.D. 741.....	2	226.31
M.D. 396.....	2	164.24	I.D. 764.....	1	2,201.22
M.D. 399.....	6	3,917.37	I.D. 765.....	2	386.78
M.D. 400.....	4	212.12	I.D. 771.....	1	6.00
M.D. 401.....	2	55.19	I.D. 794.....	1	44.00
M.D. 422.....	1	78.25	I.D. 795.....	1	59.00
M.D. 423.....	3	276.17	I.D. 796.....	2	140.03
M.D. 425.....	1	331.04	I.D. 825.....	1	143.50
M.D. 426.....	4	234.75	I.D. 843.....	1	345.65
M.D. 429.....	5	529.36	I.D. 855.....	1	328.00
M.D. 430.....	3	183.19	M.D. 857.....	1	139.70
			I.D. 858.....	1	294.05

192

The above includes 56 bridges repainted.

SURVEYS BRANCH

(P. N. JOHNSON, *Director of Surveys*)

This year we put out an extra party in the field with the idea of cleaning up some of the outstanding work in the southerly part of the Province. Mr. George Z. Pinder was appointed District Surveyor and Engineer.

Our three surveyors had instructions to give, as far as possible, first consideration to the survey of Main Highways, as it was found advisable to have these established at the earliest possible date in order to settle the many claims for compensation that had arisen. Consequently a large portion of the new Main Highways have been surveyed, including the Edmonton-Athabaska Landing Trail, Edmonton-Fort Saskatchewan Trail, Edmonton-Cooking Lake Trail, the Calgary-Edmonton Trail, and portions of the Milk River Trail. There still remains outstanding the survey of the new road through Crow's Nest Pass, which is quite a large undertaking, but under feasible conditions it is hoped we may be able to complete this next season.

In referring to the season's work, it may be pointed out that some twenty surveys less in number were made this year than during last season. This is accounted for by the fact that several of these surveys comprised long portions of some of the main highways, so that the mileage actually surveyed will, I think, be in excess of last year. Whereas 489 surveys were brought forward from 1925 at the beginning of 1926, we are carrying over at the end of 1926, 602 surveys, or an increase of 20%.

Surveys required and brought forward from 1925.....	489
Surveys asked for during 1926	336
Surveys made during 1926	209
Surveys carried over to 1927 schedule	602
Surveys made without instructions (included in the above figures)..	49
Miscellaneous examinations made during 1926.....	10
Surveys requested cancelled during 1926	14
Plans submitted and examined on behalf of M.D.'s.....	378
Titles issued to roadways surveyed by M.D.'s.....	318
Plans prepared and filed in the Land Titles Office.....	232
Certificates of title received for roadways.....	234
Certificates of title received for lands given for public purposes under Departmental regulations as to subdivisions.....	19
Certificates of title to public buildings.....	7
Certificates of title received for land other than surveyed roads (area cut off by surveyed roads)	8
Transfers issued covering lands no longer required.....	231
Number of plans of subdivisions approved during 1926.....	27
Plans submitted by Department of the Interior (Irrigation Branch) as affecting crossings of road allowances and surveyed road- ways, and approved	14

Leases of Road Allowances

Number of new applications to lease road allowances.....	93
Number of new applications granted	34
Number of leases granted during the year (including free leases issued as compensation for surveyed roads).....	278

BUILDING MAINTENANCE BRANCH

(D. E. McDONALD, *Superintendent of Buildings*)

CAPITAL EXPENDITURE

Mental Hospital at Oliver:

There was a very small amount of Capital work done this year at this point.

A small Greenhouse to take care of raising plants for the grounds at a cost of \$895.00.

An extension to Power House to take care of the new engine and generator set, the cost of which was \$963.93.

A new Bunk House at the Farm for housing the farm employees, and some alterations to the Poultry and Farm buildings.

Mental Hospital, Ponoka:

The principal construction at this Institution consisted of the re-erecting of the Dairy Barn and Silos, which were destroyed by fire in the first part of January, 1926. The work was performed by day labour under our Foreman at an approximate cost of \$22,000.00.

A 30,000-gallon capacity steel Water Tower was erected to take care of the water supply for this barn at a cost of \$6,700.00.

A seven-room cottage was built for the Farms Superintendent at a cost of \$4,000.00.

At the Main Institution it was found necessary to take care of the water supply, to construct a 250,000-gallon capacity concrete reservoir, the cost of which was \$8,300.00, including pumping equipment.

Several alterations were also made to the main building to provide more ward room for patients.

Provincial Training School, Red Deer:

Several large sun rooms, fully equipped, were added to the Main Building, and new root houses and hog pens in connection with the Farm. The cost of this work was very small, with the exception of material, as the work was done by the regular staff.

Provincial Gaol, Fort Saskatchewan:

The only Capital construction work at this Institution was the erection of a small Greenhouse at a cost of approximately \$500.00, and laying out plant nursery for growing trees, etc.

All the buildings were gone over, and painting and other work done to keep them in good condition. The work was performed by Prison labour under our Foreman.

Provincial Gaol, Lethbridge:

Several small Farm buildings were erected and the usual repairs made to the Institution, which work was performed by Prison labour under our Foreman.

Institute of Technology, Calgary:

Plans and details were prepared in this office for an extension to the Workshop Building at this Institution, this extension giving an additional space of 70 feet by 150 feet to the original building. The work was let by contract to the lowest bidder, Messrs. Hughes & Hurst, for the sum of \$31,800.00, which included the general construction, plumbing, electric wiring, etc. A separate contract was awarded to Messrs. R. J. Priestly & Son for the heating, for the sum of \$3,889.00.

Central Alberta Sanatorium, Keith:

The Capital expenditure at this point consisted of the following:

Root House	\$2,800.00
Greenhouse	400.00
Workshop and Storeroom for Power House.....	600.00

The above was let by contract to Messrs. Hughes & Hurst, of Calgary.

New equipment was purchased for this Institution consisting of X-Ray Machines and other medical equipment.

Court House, Cardston:

Alterations were made to this building to provide living accommodation for the Provincial Police staff.

Court Offices, Drumheller:

These offices were opened in the Police Building at Drumheller, which necessitated several alterations to provide Court Rooms, etc.

Police Buildings:

New Police Quarters were purchased at Manyberries, Macleod, Nanton, and Vegreville. These buildings had to be thoroughly gone over and changes made to make them suitable for Police purposes.

School Library Branch:

A building constructed of concrete foundation and brick walls, wood roof covered with asbestos roofing, was erected adjoining the Garage on Parliament Building Grounds to house the School Library Branch of the Department of Education. This building is 40 feet by 58 feet, consisting of receiving room and storage in the basement, and shipping room and offices on the first floor. It is heated and lighted from the Power House of the Parliament Building. The work was performed by day labour at an approximate cost of \$9,000.00.

GENERAL MAINTENANCE

Expenditure controlled by this Department Branch during the year 1926 was as follows:

MAINTENANCE

Legislative and Departmental Buildings	\$332,314.00
Public Institutions	246,788.00
Government House	23,925.00
Total.....	<u>\$603,027.00</u>

CAPITAL

Legislative and Departmental Buildings' Furnishings.....	\$ 15,900.00
Public Institutions' Furnishings	20,000.00
Mental Hospital, Oliver	24,800.00
Sites and Construction of Public Buildings.....	10,000.00
Mental Hospital, Ponoka	67,500.00
Provincial Jail, Fort Saskatchewan	4,350.00
Normal School, and Institute of Technology, Calgary.....	48,526.00
Provincial Training School, Red Deer	4,000.00
Central Alberta Sanatorium, Keith	39,200.00
Provincial Police Buildings	18,000.00
Parliament Buildings	4,200.00
Provincial Gaol, Lethbridge	4,200.00
Total.....	<u><u>\$260,676.00</u></u>

POWER PLANTS

(V. PEARSON, *Mechanical Superintendent*)

A number of improvements have been made in various power plants with the object of reducing the cost of operation. Results obtained have fully justified the expenditures. A number of changes have produced results beyond expectations. An outline of the work at the various institutions follows:

FORT SASKATCHEWAN GAOL.—During the summer months one of the boiler settings was taken down and completely rebuilt. This setting was in very bad condition due to the length of time it had been in service. Advantage was taken of the opportunity to install furnace equipment capable of burning slack coal from the local mines. This extra equipment represents a capital outlay of \$1,657.00, and during the time it has been in operation substantial savings have been effected. The coal cost for 1925 was \$9,445.00, while in 1926 it was reduced to \$7,845.00.

In order to prevent scale formation in the boilers a water softener was installed in the plant. This equipment also provides soft water for the laundry.

OLIVER MENTAL HOSPITAL.—The most outstanding work here was the laying of a six-inch cast-iron water main from the City of Edmonton to the Institution, a distance of 23,200 feet. This work was carried out very expeditiously. The whole contract was completed and the line put into operation in six weeks. The water supply at this institution, which has been secured from wells, has never been very satisfactory. While it has been possible to secure a fair quantity of water, the quality has been extremely poor, the water having a very high alkali content. This rendered it most disagreeable for domestic use and destructive to all metals with which it came in contact.

The Power Plant of this Institution, in addition to our own requirements, also supplies power and light to the farm and poultry branch. The demand for current has been steadily increasing until it became necessary to install a new generating unit of 125 K.V.A. capacity. This unit is of the most economical type available.

The boilers here, which were brought from Ponoka at the time the Oliver Institution was built, have reached the end of their life as high pressure vessels. Corrosion which had developed at Ponoka has now reached a serious stage; the working pressure has in consequence been reduced to a point where economical operation is impossible. For these reasons these boilers must be replaced during the present year.

PARLIAMENT BUILDINGS POWER PLANT.—During the summer months an economizer was installed. This equipment is designed to extract heat from the waste gases after they leave the boilers. The heat so recovered is transferred to the feed water entering the boiler and reduces the amount of fuel required to convert this water into steam. In addition to this there has been installed a new type of grate for the purpose of more efficiently burning slack coal. Both of these installations have proved most effective. They have been working since the 1st of October, and during this time

have effected a saving of 23% of the fuel previously required. The operating cost of this plant has reached a new low level, as the following figures will show:

COST OF OPERATION	
1921	\$36,042.00
1922	36,824.00
1923	30,199.00
1924	21,499.00
1925	19,992.00
1926	19,301.00

There has been no reduction in wages and coal is costing 15c per ton more than in 1922. The figures quoted above show a total saving for the past four years of over \$53,000.00. This has been accomplished with a capital expenditure of less than \$16,000.00.

PONOKA MENTAL HOSPITAL.—The water supply to this institution is always a matter that demands a great deal of attention from those responsible for its maintenance. Water obtainable from the deep wells has never been more than sufficient to meet the requirements, and has always had such a high alkali content that it may be regarded as very poor water. During the summer a deep hole test was made with the object of securing a more satisfactory supply. This hole was drilled to a depth of 1,205 feet, and while a very productive vein of water was encountered, it was of no better quality than that previously found. This water, however, is available for use, and has greatly improved the outlook as regards the sufficiency of supply. There was also constructed a water reservoir with a capacity of 250,000 gallons; this together with the existing one makes a total capacity of 500,000 gallons. These reservoirs now secure to the institution an adequate reserve in case of fire or failure of pumping equipment. In connection with the new reservoir a new pump was installed for raising water to the water tower.

The power plant of this institution is carrying all the load of which it is capable as it is at present constituted. The machinery has outlived its economical usefulness. The boilers, while in good condition, are so erected that efficient operation is out of the question. Power plant engineering has now reached a stage where the existence of such a plant can hardly be justified. Apart from the desirability of rebuilding this plant, the necessity for so doing will arise in the near future. Plans are now under consideration for remodelling when it becomes necessary to carry out the work.

The town of Ponoka paid \$6,303.84 in 1926 for current, as against \$5,039.95 in 1925.

In order to provide better facilities for unloading coal cars, reducing demurrage charges and shortening the haul to the institution, a spur track was acquired near Ponoka station. This had been idle for several years and was acquired at a very small cost.

The sewage disposal plant which was made by converting the old septic tank some years ago will require some considerable expenditure this year. The plant is too small, and most inconvenient and costly to operate.

CENTRAL ALBERTA SANATORIUM, CALGARY.—When this institution was taken over from the Federal Government it was apparent that the cost of operating the power plant was higher in proportion to its size than those we were operating in the Province. The first

steps to reduce this cost were taken last year. For boiler fuel it has been customary to use run of mine steam coal, costing around \$6.40 per ton; nothing else was found satisfactory. During the summer, equipment designed for burning cheaper coals was installed. This has produced excellent results, as you will notice from the following figures:

Cost of coal for last three months of 1925.....	\$4,928.00
Cost of coal for last three months of 1926.....	3,350.00

Showing a saving for the three months of.....	<u>\$1,578.00</u>
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There has also been installed a more economical type steam engine to drive one of the existing 60 K.W. generators.

PROVINCIAL GAOL, FORT SASKATCHEWAN(J. D. McLEAN, *Warden*)

Our daily average population was 188.9, an increase over last year of 24.4 per day, and at the same time we reduced our per capita cost from \$236.70 to \$204.47 for the year.

Our farming operations consisted of extensive work on the section purchased from the C.N.R., on which we broke 240 acres and back-set 50, making a total of 290 acres all ready for wheat in the Spring; we also summerfallowed 75 acres on the South Farm and cleared 90 acres of heavy bush and scrub on the same farm, which will be ready to break in the spring.

This will bring all our arable land under cultivation, and was made possible by your permission of the purchase of a 20-35 oil-pull tractor.

MALE PRISONERS ADMITTED AND DISCHARGED IN 1926

Month—	Admitted.		Discharged.	
	Com.	Sent.	Com.	Sent.
January	25	84	24	63
February	18	53	21	74
March	16	54	12	46
April	14	48	20	59
May	16	51	15	60
June	19	42	19	52
July	16	53	17	58
August	10	33	10	56
September	11	30	9	39
October	14	56	20	42
November	21	72	11	50
December	17	55	17	58
	197	631	195	657
			Com.	Sent.
Prisoners in Gaol December 31st, 1925.....			15	142
Prisoners admitted during year 1926			197	631
			212	773
Prisoners discharged during year 1926.....			195	657
			17	116
Prisoners in Gaol December 31st, 1926.....				133
Total number of Prisoners in Gaol December 31st, 1926.....				

**DISCHARGES DURING
YEAR 1926**

Time Expired	530	Transferred to A.P.P.	3
Released for Trial.....	162	Released as Witnesses	15
Paroled	37	Transferred to Penitentiary..	10
Paid Fine	29	Appeals	...
Released on Bail	16	Released by order of Dr. Orr	6
Deported	14	Transferred to Hospital	8
Transferred to Asylum	12	Conviction Quashed	4
By order of Atty. General...	6		
			852

CIVIL STATE

Single	436
Married	179
Widowers	14
Divorced	2
	631

RELIGION OF PRISONERS

Roman Catholic	222	Adventist	1
Presbyterian	92	Baptist	17
Church of England	95	Congregational	1
Greek Catholic	57	Salvation Army	4
Methodist	34	No Church	53
Lutheran	55		
			631

COUNTRY OF BIRTH

Canada	272	China	1
United States	77	Galicia	3
England	58	West Indies	2
Austria	60	Denmark	11
Russia	20	Wales	7
Ireland	18	Germany	8
Scotland	38	Turkey	1
France	5	Bohemia	1
Poland	10	Switzerland	3
Norway	13	Finland	4
Italy	3	Serbia	2
Sweden	10	Greece	3
Holland	1		
			631

HABITS

Temperate	436
Intemperate	102
Total Abstainers	93
	631

CONVICTIONS UNDER THE
LIQUOR ACT

Alberta Liquor Act	196
Inland Revenue Act	20
	216

FEMALE PRISONERS ADMITTED AND DISCHARGED, 1926

Month—	Admitted.		Discharged.	
	Com.	Sent.	Com.	Sent.
January	2	13	1	10
February	...	8	1	9
March	2	9	...	10
April	1	5	2	14
May	1	4	1	5
June	...	6	1	6
July	...	12	...	8
August	...	9	...	8
September	...	3	...	8
October	1	6	1	8
November	5	10	2	5
December	1	9	1	7
	13	94	10	98

	Com.	Sent.
Prisoners in Gaol December 31st, 1925.....	...	23
Prisoners admitted during year 1926	13	94
	13	117
Prisoners discharged during year 1926	10	98
	3	19
Prisoners in Gaol December 31st, 1926.....	...	22
Total number of Prisoners in Gaol December 31st, 1926.....		

DISCHARGES DURING YEAR 1926

Time Expired	78	Transferred to Hospital	3
Released by order of Dr. Orr	4	Released on Bail	3
Paid Fine	3	Transferred to Penitentiary..	1
Released for Trial	8	Released by Atty. Gen. Dept.	3
Transferred to Asylum	...		
Deported	5		108

REMISSION REPORT FOR YEAR ENDING DECEMBER 31st, 1926

No. of Prisoners having received full remission	507
No. of Prisoners having received part remission	27
No. of Prisoners having lost full remission	1

PROVINCIAL GAOL, FORT SASKATCHEWAN
PER CAPITA COST (AVERAGE MONTHLY POPULATION 5,746.7) FOR YEAR ENDING DECEMBER 31st, 1926

Administration.	Stock on hand Dec. 31, 1925	Expendi- ture	Prison Pro- ducts used	Total	Less Stock on hand Dec. 31, 1926	Cost
Salaries .....	.....	\$19,699.79	.....	\$19,699.79	.....	\$19,699.79
Subsistence	\$ 1,836.30	2,798.37	+\$7,035.80	11,670.47	\$ 913.01	10,757.46
Clothing	6,793.47	3,080.72	.....	10,768.19	6,684.31	3,590.58
Boots and Shoes	894.00	.....	.....	.....	493.30	.....
Drugs	75.00	265.58	.....	340.58	100.00	240.58
Laundry and Cleaning	3,470.73	673.96	.....	4,144.69	4,076.28	68.41
Telephone .....	.....	317.85	.....	317.85	.....	317.85
Office .....	.....	262.81	.....	262.81	.....	262.81
Transportation .....	.....	2,376.86	.....	2,376.86	.....	2,376.86
Farm and Garden	17,003.37	8,920.03	—7,035.80	18,887.60	18,561.10	326.50
Insurance .....	.....	667.45	.....	667.45	.....	667.45
Total.....	\$30,072.87	\$39,063.42	\$ 7,035.80	\$69,136.29	\$30,828.00	\$38,308.29
Maintenance						
Salaries .....	.....	\$ 7,852.90	.....	\$ 7,852.90	.....	\$ 7,852.90
Repairs and Removals	\$ 879.13	5,211.47	.....	6,090.60	\$ 616.17	5,474.43
Coal	214.50	8,535.78	.....	8,750.28	364.44	8,385.84
Fuel Oil	540.45	1,328.39	.....	1,868.84	686.00	1,182.84
Repairs to Machinery .....	.....	1,979.95	.....	1,979.95	.....	1,979.95
Miscellaneous .....	.....	1,022.17	.....	1,022.17	.....	1,022.17
Total.....	\$ 1,634.08	\$25,930.66	.....	\$27,564.74	\$ 1,666.61	\$25,898.13
COST	\$64,206.42	Yearly cost per capita				
Less Revenue	\$18,547.09	Cost per capita per diem				
Farm Recoveries	7,035.80	Daily Average Population				
		25,582.89				
NET COST		\$38,623.53				
		188.9				

PROVINCIAL GAOL, LETHBRIDGE

(W. G. EDGERTON, *Warden*)

POPULATION (PRISONERS), 1926

Month—	Daily Average	Admitted.		Discharged.	
		Com.	Sent.	Com.	Sent.
January	156.55	4	64	5	65
February	124.5	1	28	....	70
March	110.32	4	46	4	57
April	100.86	5	52	4	48
May	108.71	7	55	11	50
June	107.4	3	60	4	70
July	127.67	6	101	2	54
August	133.96	3	70	1	102
September	112.83	4	41	6	55
October	123.39	7	81	11	45
November	152.03	1	92	1	72
December	139.87	....	60	....	92
Average for year	124.84	45	750	49	780

Total number of prisoners admitted during 1926 795

Total number of prisoners discharged during 1926 829

	Com.	Sent.
Prisoners in Gaol December 31st, 1925.....	4	152
Admitted during 1926	45	750
	49	902
Discharged during 1926	49	780
Total Number of Prisoners .....	....	122
Served previous sentence at Provincial Gaol		207

DISCHARGES

Discharged by expiration of sentence	718	Order of Court	4
Fine Paid	17	Witness dismissed	1
Deported	24	Released on Bail	1
Handed over to A.P.P.	9	Paroled	26
Transferred to Ponoka	5	Released—Case Dismissed.....	21
Order of Attorney General..	3	Total.....	829

AGE OF PRISONERS

Under 20 years	101	Over 60 and up to 70.....	22
Over 20 and up to 30 years...	296	Over 70 years	3
Over 30 and up to 40.....	177	No particulars	2
Over 40 and up to 50.....	139		
Over 50 and up to 60.....	55	Total.....	795

NATIONALITY

British

Canadian	319	Indians	3
English	90	Australians	2
Irish	29	Newfoundlanders	1
Scotch	82	South Africans	1
Welsh	5		— 532

Foreign

United States	135	Sweden	14
Russia	18	Hungary	4
Italy	6	Norway	12
Austria	22	Denmark	7
China	7	Switzerland	2
Roumania	7	France	3
Serbia	1	Finland	4
Belgium	1	Spain	1
Poland	4	Ukrainian	1
Holland	8	No particulars	1
Germany	3		— 263
Mexico	2		
		Total.....	795

CIVIL STATE

Single	652
Married	123
Widowed	20
Total.....	795

EDUCATION

Can read and write English..	729
Cannot read nor write English	66
Total.....	795

SOCIAL HABITS

Total Abstainers	6
Temperate	95
Intemperate	694
Total.....	795

RELIGIONS

Church of England.....	136	Mennonite	5
Roman Catholic	223	Bible Students	1
Methodist	64	Christian Science	1
Presbyterian	194	Orthodox	2
Lutheran	64	Unionist	1
Mormon	13	Christian	2
Congregationalist	3	Protestant	6
Greek Catholic	17	Brethren	1
Baptist	30	Confucianist	3
Salvation Army	5	No Religion	20
Episcopalian	2		
Seventh Day Adventists	2	Total.....	795

SENTENCES

Under thirty days	130	Two years less one day.....	1
Under two months	394	Sent to P. A. Pen.	1
Two to three months.....	63	Held for inquiry	4
Three to four months.....	72	Held for deportation.....	3
Four to five months	16	Committed for trial	16
Six to nine months.....	54	Remanded	19
One year	14		
Over one year to 18 months	8	Total.....	795

CRIMES

Vagrancy	168	Begging	4
Violating Motor Act	4	Insane	3
Drunk	154	Remanded	5
Fraud	44	Keeping Disorderly House	1
Theft	119	Immoral Act	2
False Pretences	17	Rape	1
Violating Indian Act	12	Held under V.D.A.	2
Violating Liquor Act	31	Violation of Game Act	2
Highway Robbery	1	Supp. by Prostitution	2
Forgery	15	B.E. and T.	14
Violating Drug Act	2	Violation of Immigration Act ..	9
Assault	20	Perjury	2
Damage to Property.....	4	Violation of Domestic Act	2
Breach of Rly. Act.....	109	Held Pending Inquiry	5
Carrying Weapons	4	Incest	5
Carnal Knowledge	5	Cruelty to Animals.....	3
Wounding	2	Violation of Inland Rev. Act ..	2
Murder	6	Held as witness.....	1
Indecent Assault	13		
		Total.....	795

OCCUPATION PREVIOUS TO
CONVICTION

Labourers	491	Cooks	26
Farmers	45	Harness Makers	5
Butchers	5	Scholars	5
Miners	46	Sailors	8
Wireless Operators	3	Gardeners	4
Engineers	19	Barbers	3
Mechanics	30	Potters	1
Blacksmiths	9	Bakers	2
Merchants	10	Plumbers	2
Boilermakers	1	Vet. Surgeons	1
Civil Engineers	3	Teacher	1
Painters	20	Linesman	1
Carpenters	15	Optician	1
Bookkeepers	8	Tailor	4
Architect	1	Pianist	2
Operator	1		
Shoemakers	3	Total.....	795

PER CAPITA COST PROVINCIAL GAOL, LETHBRIDGE, FOR YEAR ENDING DECEMBER 31, 1926
AVERAGE MONTHLY POPULATION, 124.84

Classification	Stock on hand Dec. 31, 1926	Expendi- tures	Farm Pro- ducts used	Total	A.P.P. and Capital	Less stock on hand, Dec. 31, 1926	Net Cost
Salaries .....	.....	\$16,583.99	.....	\$16,583.99	.....	.....	\$16,583.99
Subsistence	\$ 224.71	2,580.66	.....	2,805.37	.....	\$ 329.91	2,475.46
Flour .....	.....	2,231.12	.....	2,231.12	.....	603.00	1,628.12
Clothing	1,662.87	1,931.17	.....	3,594.04	.....	1,593.78	2,000.26
Uniform .....	.....	454.72	.....	454.72	.....	108.25	346.47
Boots and Shoes	770.17	493.02	.....	1,263.19	.....	756.40	506.79
Farm and Garden	28,493.56	8,113.29	\$ 3,595.91	40,202.76	.....	27,969.76	12,233.00
Drugs and Medicine	118.00	354.53	.....	472.53	.....	118.00	354.53
Laundry and Cleaning	156.41	475.75	.....	632.16	.....	130.60	501.56
Office Expenses	234.11	521.36	.....	755.47	.....	256.91	498.56
Prisoners' Trans. Alberta Prov. Police .....	.....	2,351.10	.....	2,351.10	\$ 1,164.05	.....	2,351.10
Automobile	678.00	1,164.05	.....	1,842.05	.....	.....	.....
Prisoners' Toilet	3.10	2,011.42	.....	2,689.42	.....	1,251.00	1,438.42
Equipment	4,172.00	208.06	.....	211.16	.....	6.87	204.29
Freight .....	.....	439.18	.....	4,611.18	.....	4,573.75	37.43
Miscellaneous .....	.....	380.92	.....	380.92	.....	.....	380.92
		3,033.82	.....	3,033.82	.....	.....	3,033.82
	\$36,512.93	\$43,328.16	\$ 3,595.91	\$83,437.00	\$ 1,164.05	\$37,698.23	\$44,574.72
POWER PLANT—							
Capital .....	.....	\$ 1,065.00	.....	.....	\$ 1,065.00	\$ 1,065.00	\$ 1,065.00
Salaries .....	.....	6,978.22	.....	6,978.22	.....	.....	6,978.22
Power Plant Supplies	\$ 467.56	1,737.59	.....	2,255.15	.....	946.46	1,308.69
Steam Coal	982.12	1,542.59	.....	2,524.71	.....	846.45	1,678.26
Hauling Coal .....	.....	231.59	.....	231.59	.....	.....	231.59

PER CAPITA COST PROVINCIAL GAOL, LETHBRIDGE, FOR YEAR ENDING DECEMBER 31, 1926—Continued

Classification	Stock on hand Dec. 31, 1926	Expendi- tures	Farm Pro- ducts used	Total	A.P.P. and Capital	Less stock on hand, Dec. 31, 1926	Net Cost
Freight .....	.....	\$ 344.23	.....	\$ 344.23	.....	.....	\$ 344.23
City Water .....	.....	637.25	.....	637.25	.....	.....	637.25
Laundry Repairs .....	.....	.59	.....	.59	.....	.....	.59
Domestic Coal .....	.....	882.01	.....	882.01	.....	.....	882.01
Maintenance .....	.....	3,472.51	.....	3,472.51	.....	\$ 280.55	3,191.96
Furniture .....	.....	411.64	.....	411.64	\$ 411.64	.....	.....
Contingent Fund .....	.....	48.01	.....	48.01	.....	.....	48.01
Administration	\$ 1,449.68 36,512.93	\$17,401.23 43,328.16	\$ 3,595.91	\$18,850.91 83,437.00	\$ 1,476.64 1,164.05	\$ 2,073.46 37,698.23	\$15,300.81 44,574.72
Total.....	\$37,962.61	\$60,729.39	\$ 3,595.91	\$102,287.91	\$ 2,640.69	\$39,771.69	\$59,875.53
(a) \$37,962.61	Cost of Maintenance of a daily aver-			Yearly net cost per capita.....		\$247.26	(d) \$ 2,640.69
(b) 60,729.39	age population of prisoners of 2.55			Daily net cost per capita		67.74	(e) 39,771.69
(c) 3,595.91	at Blairmore, Calgary and Drum- heller Barracks.						(f) 59,875.53
\$102,287.91	Yearly cost per capita			\$456.49			
	Daily cost per capita			1.25			
							\$102,287.91